



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

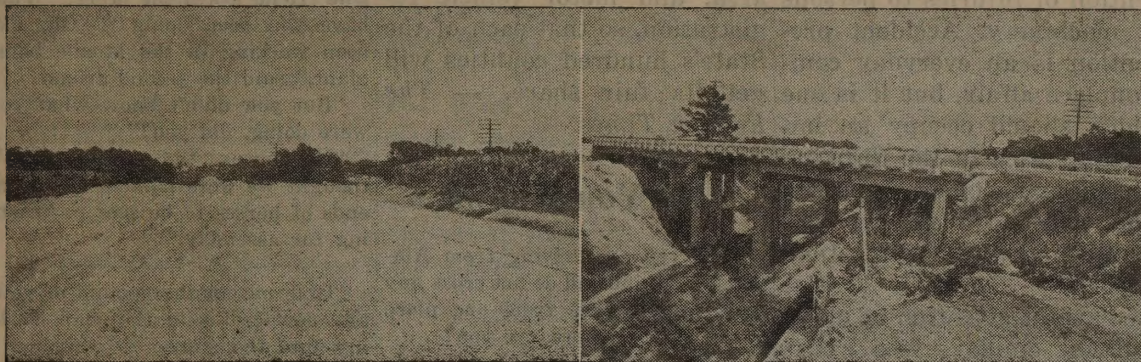
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RALEIGH, N. C.

Friday, July 30, 1948

US 70 IMPROVED IN JOHNSTON COUNTY



Extending from a point approximately two-and-a-half miles west of Princeton to a point approximately one mile west of Princeton, the new stretch of highway shown above is typical of recent improvements made on the State's primary system. Cost of the roadway on this job was \$127,385.00, while the new bridge shown cost \$52,612. Chief object of this project lay in the elimination of a narrow and curved approach to the old bridge. (Photos by W. K. Mingis.)

PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

The new round of price rises which is running its course at this time is the third of the postwar period, and follows the third round of wage increases.

Prices are being marked up, as a rule, between five and ten percent. Almost all kinds of equipment including automobiles have had recent markups. They have occurred in household electrical equipment, tires and tubes, auto parts and trucks. They are going on in farm machinery, building materials, copper and brass products.

Coal is being marked up in price and a rise is due before long in the price of steel. After that, another advance in freight rates is likely to be asked. More price rises in goods of the type that consumers buy may then be forced.

Cost of living can be expected to push up about six or seven percent in months just ahead. The brief break that occurred in the advance of living costs in early spring is a thing of the past. The trend now is definitely upward. Living costs are fifty to seventy-five percent above the 1939 level.

For example a new house that sold for \$5,000 in prewar days, now costs from \$10,000 to \$11,000 and the rise in recent months is more than \$1,000.

A new car that sold for between
(Continued on page three)

June Injuries High; Dodge States Record Improved This Year

Raleigh.—Accidents to highway personnel during the month of June totaled 125, according to a report issued by Safety Director James P. Dodge in which last month's accident total is cited as the largest for any month recorded this year.

"Lost-time injuries increased to 14 in June," Dodge states, "and the resulting frequency rate of lost-time injuries per million man-hours was 7.0, compared to a rate of 4.2 for eight lost-time injuries last month." While the June accident record this year is more serious than that of any other month in 1948, Dodge points out, it is better than the record set in June of last year, and the record for the first six months of 1948 is also better than that for the corresponding period last year.

"Cuts, bruises and sprains accounted for the increase in personal injuries," Dodge notes in his analysis of the June report. "Eye injuries were reduced to nine from a total of 15 in May. Infections were up slightly, mostly from poison ivy. Striking against falling objects and falls of persons still are causes of serious hurts. An unusually large number of injuries, 13 came from the operation of road machines and graders. Most of these were bruises and sprains, caused when the blade struck a stump or rock."

In the matter of comparative record, Dodge reports that the Eighth
(Continued on page three)

N.C. Road Delegation Attends Chicago Meet To See New Machinery

Chicago. — Attending the 45th Annual Convention and Road Show of the American Road Builders Association at Soldier Field here July 16-20, a thirteen-man delegation representing North Carolina's Highway Commission gave close attention to postwar progress in the construction of road machinery.

Equipment on display which drew the attention of the North Carolina road men included everything from mammoth pieces of excavating machinery to smaller pieces of equipment used on minor road jobs. Commenting on the type and variety of equipment on display, Chairman A. H. Graham noted that great advances had been made in the design of road machinery, and expressed the belief that each member of the North Carolina delegation had gained a useful knowledge of the newer types of equipment on display at the Road Show.

Attending the Road Show, in addition to Chairman Graham, were North Carolina's Chief Highway Engineer, W. Vance Baise; Maintenance Engineer B. W. Davis; Equipment Engineer S. C. Austin; Bridge Maintenance Engineer C. B. Taylor; Division Engineers T. J. McKim, W. N. Spruill, T. T. Betts and H. E. Noell; Sam Wilson, E. L. Kemper and A. T. Hight. The only member of the Highway Commission to attend the Road Show was Third Division Commissioner J. A. Bridger of Bladenboro.

New Ferry Service Inaugurated July 15 On Alligator River

Columbia.—The second ship of the Highway Commission's ferry "fleet" — dubbed the "Sandy Graham" by residents of this area — went into regular service over the Alligator River on July 15.

Making three round trips daily over the Alligator from Sandy Point to East Lake, the ferry serves inland residents of the State who are now able to make connections with the Manns Harbor-Roanoke Island ferry — named the "Governor Cherry" — and thus shorten the driving distance to Manteo and other points by approximately 100 miles. Like the Roanoke Island Ferry, the Alligator River Ferry is a converted LCT, purchased by the Highway Commission from the Navy as war surplus. Original cost to the Commission of each of the two vessels was \$10,000, and an additional sum was spent to convert them to peace-time use.

Use of the new ferry on the Alligator River has been delayed for some months pending completion of a dredging project in the river. With dredging completed, the new ferry is now in regular service. For the three regular daily trips, the leaves Sandy Point east-bound at 9 a.m., 1 p.m. and 5 p.m., while on the westbound run it leaves East Lake at 8:15 a.m., 12:15 p.m. and 4:15 p.m.

The new ferry replaces the former ferry services from Fort Landing to East Lake, which spanned the Alligator River at a wider point. Motorists who wish to use the new ferry drive to Columbia, where they have a choice of two routes for part of the distance to Sandy Point. The northern route is a part of US 64 which extends 11 miles east of Columbia, and then turns south to connect with a 10-mile stretch of new road to Sandy Point. As a southern route, the motorist can travel over the new road in its entirety, a total distance of 15 miles from Columbia. The new road is at present unimproved, but plans are being made for additional work on it in the near future.

The new crossing of the Alligator requires approximately half an hour for a one-way trip, and the new ferry can accommodate 22 automobiles on each trip.

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T. C. Wagstaff, Editor

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SUMMER SAFETY

With the summer working season now in full swing, comes the report from Safety Director James P. Dodge that accidents in June totaled 125, the largest number so far recorded in any one month this year.

In his analysis of the accident report, Director Dodge notes that a number of seasonal factors, such as the presence of poison ivy plants, have added to the overall accident total. Previously it has been noted that summer weather, with the consequent increase in the amount of outdoor work being performed, is the outstanding factor responsible for the larger number of accidents in which Highway Commission personnel are involved.

Nevertheless, as the safety experts points out in his reports from time to time, it is the human element which almost always can prevent an accident from occurring. True enough, highway workers are exposed to an increased number and variety of possible accidents in summer, but that is no reason why summer accidents should be classed as "inevitable." A large proportion of all accidents which occur in the regular pursuits of the highway workers can be prevented, regardless of the season. The summer accident trend can be reversed, by the application of enough perseverance and energy, to

a point where it might even excel the records set in the winter months.

Despite the emphasis now being laid upon accident prevention, however, there is still no magic formula for the prevention of injuries to persons or machinery. Accident prevention is an everyday commonplace affair, but it is one which should occupy an important place in the thinking and planning of every person who goes to make up the State's highway organization. Especially should it receive the earnest attention of every highway employe who works outdoors in the summertime.

EDITORIAL COMMENT

CRITICS

This hot weather it's easy for critics to get into one's hair and, apparently, some have got into that of State Highway Commission Chairman A. H. Graham. Speaking to the Raleigh Engineers Club the other night, Chairman Graham said, in part:

"Despite the fact that the building and maintenance of a road system is such a complicated, far-flung and ramified affair, there is hardly a citizen of the State who does not feel himself to be a competent critic of the work which we are attempting to perform. The farmer who would not dare to criticize the school to which he sends his child, nor the men and women who do the teaching, does not hesitate to comment upon the condition of the roads which serve him, nor upon the activities of the Highway Commission personnel in his immediate area."

What farmer is that, Mr. Graham? Our observation of North Carolina farmers as well as urbanites is that they will pretty well criticize any public activity that doesn't suit them, including schools and teachers.

But maybe there'd be less criticism in regard to high-

ways if more people understood what Chairman Graham explained to the Raleigh engineers, that is, that the Highway Commission allots funds to localities on the basis of population, mileage of roads, area, and motor vehicle registration, so that each of the State's hundred counties will get its fair share. — *The Raleigh Times*.

Do You Know?

1. If you are driving from Alabama to Maine and do not cross any state lines to get from one place to the other, where are you?
2. How many road graders do you think were manufactured in the United States in 1947?
3. What college or university in the United States has the largest enrolment of engineering students?
4. The weighted average state gasoline tax for the 48 states and the District of Columbia was 4.25. per gal. on the first of this year. Do you know which states now have taxes that vary by 2c. or more from the average—either above or below?
5. California, Michigan, New York, Ohio, Pennsylvania and Texas each reported taxing more than 1,000,000,000 gal. of motor fuel in 1947. Here are individual quantities taxed, but not necessarily in order; can you match them up properly with the states: 2,739,906,000 gal.; 1,943,409,000 gal.; 1,801,468,000 gal.; 1,703,454,000 gal.; 1,615,867,000 gal.; 1,333,540,000 gal.?

Answers On Page Four

Division Roundup

Eighth Division

E. Ford King, Sr., Maintenance Supervisor of Boone, is showing satisfactory improvement from a recent illness which has kept him confined to his home. Foreman Fred Krider and Ed Payne, both of Watauga County, are likewise showing improvement from their respective disabilities. L. C. Hanks, Sr. Inspector of Winston-Salem, has been sick for several weeks, but is improving. We sincerely hope all of these valued employees will have an early and complete recovery. Two of these gentlemen wear 25-year service pins, the other two 20-year pins. In fact, the combined total of service rendered by these four employees is 96 years. A fine record of service in any league! Speaking of service, the Road Oil boys have been doing a splendid job this season. They have turned out

(Continued on page three)

Today's Chuckles

He: "What did your father say when you told him my love was like a mad, gushing river?"

She: "Papa said, 'Dam it.'"

* * *

Two friends met on the street. One friend asked the other, "What have you been doing?" "Oh, I've been working in the atomic bomb plant," said the second friend.

"But you didn't know what you were doing, did you?"

"No," was the answer. "We thought we were making the front ends of horses to be sent to Washington for assembly."

* * *

"Give me another pound of your ant powder," said the man rushing into the store.

"I'm glad to see you like the powder," said the clerk.

"Yes," snapped the customer, I've got ONE ant unconscious with the first pound and I figure I'll be able to kill him with the second."

* * *

It was a wet night when Jones knocked at the door of his friend Watts.

"Hello" exclaimed Watts. "I'm glad to see you. Come in."

"I don't think I dare," Jones protested. "My feet are dirty."

"That doesn't matter. Just keep your boots on."

* * *

Said one broom to the other broom, "Ain't it about time we had a little whisk broom?"

"Mercy, no! We ain't never swept together yet."

* * *

Cannibal Cook: "Shall I boil the missionary, chief?"

Chief: "Don't be silly, that's not a missionary, that's a friar."

* * *

The irate prosecutor whirled on the defendant — "Madam," he shouted, trying to prove a vital point "when you went out with your dog, did you stop any place?"

The courtroom waited tensely for her answer.

"Sir," she answered quietly, "Did you ever take a dog for a walk?"

* * *

Judge: "What is the charge against this man?"

Cop: "Drunk and disorderly. He was fighting with a taxi driver."

Judge: "Bring in the taxi driver."

Cop: "That's just it—there wasn't any."

* * *

Uncle: "You boys of today want too much money. Do you know what I was getting when I married your aunt?"

Nephew: "Nope, and I bet you didn't, either."

More Chuckles

A small town is where everybody knows not only which men beat their wives—but which wives need beating.

* * *

The young lady walked boldly up to a woman whom she took to be the matron of the hospital. She asked:

"May I see Lt. Baker, please?"

"May I inquire who you are?"

"Certainly. I'm his sister."

"Well, I'm glad to meet you," the lady replied, "I'm Lt. Baker's mother."

* * *

A Kentucky Colonel always closed his eyes when he took a drink. When questioned concerning this habit he readily explained.

"The sight of good lickah, suh," he said, "always makes my mouth watah, suh, an' I do not like to dilute my drink, suh."

* * *

Patient's Wife — Is there any hope, doctor?

Doctor — Well, I don't know. What are you hoping for?

* * *

A highway employe fell in love with an actress and decided to marry her. For the sake of prudence he employed a detective agency to prepare a character report on her. The operative's report read:

"This lady has an excellent reputation; her past is without a blemish; she has a circle of impeccable friends. The only breath of scandal is that lately she's been going around with a highway employe of doubtful reputation."

* * *

An aggressive red-headed boy landed a job as a messenger, and was promptly dispatched on an errand.

An hour later the telephone rang. A voice inquired, "Have you a red-headed boy working for you?"

"Yes," said the manager.

"Well, this is the janitor at the Oakwood Apartments. Your boy was here a while ago to deliver a message. He insisted on coming in the front way. He was so persistent that I finally had to draw a gun.

"Good heavens!" the manager exclaimed. "You didn't shoot him, did you?"

"No," answered the janitor, "but I want my gun back."

* * *

An ex-sailor from the United States Navy had just passed the Pearly Gates and was handed a golden harp by St. Peter.

"Heck," grumbled the ex-gob, "one more darned thing to keep polished."

JUNE ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
Eighth Division	7	0	0.0
Seventh Division	11	0	0.0
Fifth Division	5	0	0.0
Fourth Division	11	0	0.0
Tenth Division	9	1	5.3
Third Division	17	1	5.6
Ninth Division	16	1	6.3
First Division	14	2	10.1
Second Division	9	2	12.0
Sixth Division	12	3	15.7
Bridget Mts. Dept.	12	3	23.5
Eleventh Division	2	1	9.3
ALL UNITS	125	14	7.0

JUNE INJURIES

(Continued from page one)

Division was in first place in June. The Fifth Division, he states, has gone for three months without a lost-time injury. For the second consecutive month, the Seventh and Fourth Divisions had no lost time.

Continuing his analysis, Dodge says that "The total of 31 equipment accidents is five more than last month. The Second and Seventh Divisions each reported two accidents in which two of our own trucks collided. Following too closely is still a cause of many equipment accidents. The use of visible hand signals is required by our safety regulations."

Causes of injuries, as reported by the safety director, were: handling objects, 12; hand tools, 13; striking against objects, eight; falling objects, 11; falls of persons, 10; operation of motor vehicles, eight; operation of other vehicles, 13; operation of machines, six; hot substances and flames, three; poison ivy, six; and miscellaneous, four.

PRICE TRENDS

(Continued from page one)

\$800 and \$900 now sells for \$1,500 to \$1,600.

A suit of clothes of a grade that used to cost a man from \$25.00 to \$27.00 now costs on the average \$55.00 to \$60.00 with the rise even steeper in some grades.

Food prices, however, have led the rise. Butter and meats are more than one hundred percent above 1939 costs and practically all other foods are from seventy-five to one hundred twenty-five percent higher than prewar prices.

An end to price rises is to come in time, but that prospect is being pushed further into the future by tax cuts and government spending for defense and foreign aid.

Group Of Employes Gathers At Clinton For Chicken Feast

Clinton. — Approximately 100 highway employes from this district met here July 23 for a fried chicken supper which featured, in addition to the meal, talks by State Senator Henry Vann of Sampson County and Earl Crump, who heads the State Highway Employes Association.

In his address, Senator Vann spoke of his interest in the operation of the Highway Commission, and told the highway employes' group that they could expect his support in matters affecting their welfare. Crump, who also made a talk, outlined the history of the employes association.

Withers Davis, head of Unit Three of the employes' group, was unanimously re-elected unit chairman, while A. T. Hight was elected vice-chairman and Sam Wilson was reelected as secretary-treasurer of the group. Selected as members of the executive committee were: B. T. Bordeaux, Bladen; E. H. Nelson, Brunswick; H. D. Stevens, Columbus; R. A. Averitt, Comberland; C. F. Rivenbark, Duplin; R. A. Ashworth, New Hanover; W. J. Murray, Pender; and George Rackley, Sampson. Elected as delegates-at-large to a highway employes' convention to be held later in the year were B. Whiteside, R. V. Biberstein, E. N. Pearsall, O. L. Owen, E. L. Greene and J. A. Saunders.

The dinner served to the group included fried chicken, potato salad, slaw, tomatoes, rolls and cold drinks, all purchased and prepared by the Unit Three employes.

The purple finch is not at all purple. The male is of an old-rose color and the female has the general sparrow-like appearance.

Marshall Rich Given Fellowship To Yale

Raleigh.—Marshall M. Rich, son of Mr. and Mrs. S. O. Rich of 106 Aycock Street, Raleigh, has been awarded a one-year fellowship for the study of traffic engineering at Yale, according to a report recently received here.

Rich, who is a 1947 graduate of North Carolina State College, has been employed as a draftsman in the Roadway Department of the State Highway and Public Works Commission here since June, 1947. A Navy veteran, he received special training during World War II at Georgia Tech.

Sponsored by the Automotive Safety Foundation, the fellowship will be good for one year of graduate study in the field of traffic engineering. Through the co-operation of Chief Engineer W. Vance Baise and Chief Draftsman Edward Cothran, Rich will have a one-year leave of absence from his job here to allow him to pursue the special course of study at Yale. At present, he plans to go to Yale about October 1, to begin his work there. At the completion of the course, he will return to his job with the North Carolina Highway Commission.

Outdoor Facts

Raccoon gets its name from the fact that it washes its food before eating it. The name raccoon is a derivation of the Indian name "arathcome" meaning "the washer."

* * *

Snakes cannot blink their eyes. They have no eyelids. Their eyes can absorb sunlight but are blinded by twilight.

* * *

Ducks have an almost telescopic eyesight. They can focus their eyes for near or far vision.

* * *

Human ears cannot hear the incessant clamor of the bat as he flits about overhead because the bat's signaling voice lies in the wave band of about 50,000 cycles or vibrations per second. Human ears can only detect sound in the band from 20 to 20,000 cycles.

* * *

Frogs and toads use their eyes to help them swallow. The eyeballs are pulled down, and the food forced on down the throat.

* * *

The wolf spider, only about an inch long, often carries its young on its back until they can fend for themselves. A brood will sometimes number as many as one hundred and twenty-five.

Peach Canning Job Getting Good Start Despite Short Crop

Raleigh.—Despite a short peach crop and higher prices this year, canning of the fuzzy fruit for the inmates of North Carolina's prisons—a major operation at the Woman's Prison cannery here—is proceeding at a rapid pace this season.

During the five-day period ending July 27, Prison Superintendent Tom Edison reports, a total of 26,000 gallons of the fruit was processed here. At present, he says, peaches are arriving from the sand-hills section of the State at the rate of approximately 1,000 bushels per day. Quality of the fruit is good this year, he says, and the cannery is currently processing about six gallons of the finished product from each bushel of peaches received.

Although the canning season got off to a slow start this year, North Carolina prisoners are not suffering from a lack of the canned article. Last year and the year before were both bumper years for canning of both peaches and apples, and the prison warehouses have on hand ample supplies of both varieties of the fruit. In order to prevent the stock from becoming depleted, however, it is the policy of prison officials to see that a substantial amount of fruit is canned each and every year, for future use.

Although a number of factors are limiting peach canning this year, an ambitious goal—some 140,000 gallons—has been set for the season, and will be met if the supply of peaches is adequate.

DIVISION ROUNDUP

(Continued from page two)

a near record volume of quality work, with a minimum of accidents. Careful, now boys, keep everything under control.

Rodman Rufus V. Hays of North Wilkesboro and Miss Mary Jo Ragan of Boone were recently married in the Boone Methodist Church. Congratulations and best wishes to this fine young couple.

Some of the attractive young ladies who grace the highway offices in these parts are making things a lot brighter. Diamond rings a-sparkling, and happy faces a-beaming. Good work girls—maybe you will offer inspiration to some of our bachelor friends.

Safety Director Dodge visited with us a couple of days ago and agreed to attend our next Division Safety Committee meeting, which will be held on July 26th. — J. H. COUNCILL, Reporter.

Nineteen Projects In July 27 Letting Draw Low Bids Totaling \$1,979,087.42

Raleigh.—Low bids totaling \$1,979,087.42 were received July 27 by the State Highway and Public Works Commission on a list of 19 road projects covering 107.84 miles of roadway in 19 counties.

Both Chairman A. H. Graham and Chief Engineer W. Vance Baise expressed their general satisfaction with the bids received, but Graham noted that a smaller number of contractors and their representatives were present at the letting Tuesday than at any time during recent months. Ninety-five bids were received on the list of projects, or an average of five bids per project.

Projects included in the letting, and low bidders, were:

Federal-aid

Edgecombe—Grading, bituminous surfacing and structures of 8.35 miles on US 258 from NC 43 northeast to a point near city limits of Tarboro, Exum-Cline Const. Co., Rocky Mount, roadway, \$92,725.00; Coastal Const., Inc., Wilmington, structures, \$70,178.00.

Duplin—Grading, bituminous surfacing and structures of 10.53 miles on NC 111 and NC 41 from a point in Beulaville northwest to a point just east of Kornegay and from NC 24 in Beulaville 0.18 miles along NC 41, E. W. Grannis Company, Fayetteville, roadway, \$229,061.30; Sanford Const. Company, Sanford, structures, \$53,494.50.

Catawba—Bituminous surface treatment of 3.57 miles from a point on US 321 in Newton to US 70, E. H. Hines Const. Co., Inc., Greenwood, S. C., \$118,670.00.

Union—Bituminous surfacing and structures of 0.25 miles on NC 151 for bridge over Richardson Creek approximately 1.14 miles southeast of Monroe, W. F. Brinkley & Son Const. Co., Inc., Granite Quarry, \$67,383.10.

Union—Grading, bituminous surfacing and structures of 5.06 mile son NC 200 from a point approximately eight miles north of Monroe northeast to NC 218, Dickerson, Inc., Monroe, roadway, \$110,260.50; W. F. Brinkley & Sons Const. Co., Inc., Granite Quarry, structures, \$18,135.20.

Rowan-Stanly—Grading, bituminous surfacing and structures of 10.06 miles from a point on county road just east of Liberty east to intersection with NC 49, Eidson Construction Company, Mocksville, roadway, \$250,759.00; John H. Brinkley, Thomasville, structures, \$68,579.00.

Surry—Grading, bituminous surfacing and structures of 6.52 miles from US 52 in west end of Pilot Mountain north to NC 89, W. E. Graham & Sons, Cleveland, roadway, \$156,380.50; John H. Brinkley, Thomasville, structures, \$32,574.00.

Iredell—Added material and bituminous surfacing of 10.944 miles from a point approximately seven miles north of Statesville to NC 901, E. W. Grannis Company, Fayetteville, \$104,568.00.

State Betterment

Cleveland—Grading and bituminous surfacing of 2.38 miles from a point near north end of bridge over Buffalo Creek north to a point in Earl, Lavender Bros., Earl, \$40,350.52.

Halifax-Northampton—Sand asphalt surfacing and structures of 7.22 miles on US 301, US 158 and NC 47 in vicinity of Weldon, Roanoke Rapids and Enfield, F. D. Cline Const. Company, Raleigh, \$101,230.00.

Edgecombe—Sand asphalt surfacing of

7.24 miles on US 258, US 64 and county road. Part I from Battleboro-Leggett road toward Gethsemane. Part II Temperance Hall to NC 43 on US 258 north of Tarboro and on US 64 from Tar River bridge to old intersection with US 258, Exum-Cline Const. Co., Rocky Mount, \$52,380.00.

Johnston—Grading, bituminous surfacing and structures of 4.26 miles from Pine Level to Micro on county road, Barrus Const. Co., Kinston, \$77,213.00.

Nash—Grading and bituminous surfacing of 11.33 miles on NC 48 in vicinity of Fishing Creek, from a point on NC 95 4.5 miles south of Rocky Mount to Sharpsburg, and from a point on NC 58 south to Castalia 7.22 miles east to a point on NC 43 near Red Oak, F. D. Cline Const. Co., Raleigh, \$108,787.80.

Rutherford—Grading and bituminous surfacing of 0.82 miles on US 74 and US 21 in Rutherfordton, Ballenger Paving Company, Greenville, S. C., \$43,339.20.

Mecklenburg—Bituminous surfacing of 5.01 miles on NC 27 and US 74 connecting with city streets in Charlotte, Blythe Bros. Company, Charlotte, \$45,448.75.

Carbarrus—Bituminous surfacing of 5.2 miles on old Salisbury road from end of present pavement to Rowan county line, and on Lane road from intersection of Salisbury to count road insection, Ray D. Lowder, Albemarle, \$35,325.25.

Richmond—Sand asphalt surfacing of 6.9 miles from US 74 to end of present pavement, from US 1 to Airport road, from city limits of Hamlet to NC 381 and from old Gibson road to Hamlet city limits, Blythe Bros. Company, Charlotte, \$30,927.50.

Forsyth—Structures of 0.04 miles for bridge over Muddy Creek on Lewisville road approximately 10 miles west of Winston-Salem, Wilson Const. Co., Inc., Salisbury, \$34,359.20.

Stokes—Bituminous surfacing of 2.44 miles from NC 8 and NC 89 to Hanging Rock State Park, Nello L. Teer Company, Durham, \$36,959.00.

"Do You Know" Answers

(Continued from page two)

1. You're in New York. Alabama and Maine are both small towns or villages in that state.

2. The number was 9,904, of which 8,197 were motor graders, 680 were elevating graders and 1,027 were other types of graders.

3. Purdue University, Lafayette, Ind., leads the field. It reported 8,018 full-time engineering students earlier this year.

4. Only one state, Missouri, has a tax that is 2c. or more lower than the weighted average; the Missouri tax is 2c. per gal. And only five states exceed the weighted average by 2c. or more. They are Arkansas, with a 6.5c. tax, and Florida, Kentucky, Louisiana and Tennessee, each with a 7c. tax.

5. California, 2,739,906,000 gal.; Michigan, 1,333,540,000 gal.; New York, 1,943,409,000 gal.; Ohio, 1,615,867,000 gal.; Pennsylvania, 1,801,468,000 gal.; Texas, 1,708,454,000 gal.

From "Better Roads."

Technical Periodical Publishes Story On N.C. Road Progress

Baltimore.—Titled "North Carolina Maintains More Highway Mileage Than Any Other State," a story which reviews past and present Tar Heel road activities has appeared in the July issue of "Construction," a technical highway magazine published here.

"With a total primary and secondary road mileage in excess of 62,000 miles," the article states, "the North Carolina State Highway and Public Works Commission during the present administration of Governor R. Gregg Cherry and Commission Chairman A. H. Graham has spent more than \$140,000,000 for the entire range of its activities. Construction of entirely new roadway and of new hard-surfacing over existing roadway is now proceeding at a rate unequaled in past history of the State's highway organization."

"North Carolina's highway mileage under the direct jurisdiction and control of the State Highway and Public Works Commission now totals approximately 62,000 miles, or roughly the equivalent of the distance two-and-a-half times around the world. This distance is longer than that maintained by any other state highway organization in the United States. In North Carolina, highway work is financed solely by money paid in by users of the roads. A six-cent State tax on gasoline, plus a smaller amount obtained in motor vehicle registration and license fees, pays for all highway work of all types which is done in North Carolina."

"The financial policy of the Highway Commission is strictly "pay-as-you-go," or "pay-as-you-ride." Highway revenue in 1947 permitted the expenditure of approximately \$60,000,000 on the State's roads and highways. Total revenue for the current year is expected to reach an equal, or higher total, and every dollar of this amount of funds is slated to be applied to actual road work as soon as is efficiently possible."

Occasion for publication of the article about North Carolina's roads was the special "Road Show" issue of CONSTRUCTION. Also included in the issue are articles about the road systems of most of the other Southern states. A comparison of the figures published shows that, while some of the other states are spending larger total sums on roads, North Carolina has more roads than these states, and is spending a proportionately larger amount of money on them.